

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	Issue 08.02
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NOTE NEW WEBSITE & CONTACT ADDRESSES

www.sam1066.org

where you can access the NEW Clarion
(including back issues), together with an index.

EDITORIAL

Another month flown by! The first Middle Wallop day (and what a day to remember) - results on the website and in next month's Clarion. The new season just round the corner and all those winter projects finished or at least well under way.

Lots of interesting stuff this month, thanks once again to our contributors.

THE TWELVE DAYS OF MIDDLE WALLOP - *By Mike Parker*

Another year of fun and frolics has already started at Middle Wallop. By the time you read this the first event of the year, the Crookham Gala, will have taken place, but don't despair if you missed it there are another eleven days planned.

Thank you to all who have supported us in recent years when times have been difficult at Wallop, I know how frustrated some of you were having to endure the restrictions imposed on us. But now that we are once again seen as responsible (and a good source of reliable income) we have managed to claw back some if not all of the days lost in previous years.

Easter is early this year but we have three days booked with all of the regular events scheduled. Camping is available on the Museum picnic site, details are on the club web site calendar. All of the other regular events are scheduled and a number of days have been assigned as "Fun Flying & Trimming" days. I have already received proposals from members who wish to run events/contests on some of these days and the committee have acceded to all at present. If you want to run something on one of these days, bearing in mind that we can't enter farmland in the "crop season" the committee will be pleased to hear from you.

Some NEW EVENTS have been proposed for the SAM 1066 Champs in August.

1. John White is to run a Water Plane event, so put on your waders and get trimming!!
2. George Fuller is to run a "Concours d'Elegance" event for all of those beautifully built models so often seen on show but seldom flown.

Details of these and the other events will be published in the coming months both on the club web site and in the New Clarion.

RULES

Having received many comments and suggestions about the subject both verbally and in writing, the committee has been battling with the subject of RULES for the last two years. In truth I personally was hoping the problem would go away!!

Many "behind the scenes" discussions have taken place in an attempt to add some clarity to the situation.

The committee's view was that wherever possible, we should adopt the basic BMFA Vintage rules, however not all members agree, now there's a surprise!!

One of the subjects that causes more discussion and "confusion" than most is the use of:

1. Thermal detection equipment.
2. Streamers.
3. Trackers.

It is the view of the committee that the "banning" any of the aforementioned is impractical and unenforceable. Therefore in an attempt to at least address this issue we have asked all of those involved in Middle Wallop events to allow them. However even this has not been successful. The subject of rules is almost certain to remain a hot topic of conversation, but I would hope that it does not result in an internal sparing match between all of those with opposing views, life's too short and most members just want to enjoy themselves.

For 2008, in an attempt to at least let people know what "RULES" they are flying to, the committee has agreed that the event CD will be responsible for making ALL RULES clear well before the event takes place. All events will have a CD assigned when the event is first advertised and therefore any questions regarding the event should be directed to them.

Salisbury Plain F/F Flying - By Syd Hylan.

On behalf of Peter Carter in Basingstoke and myself Syd Hylan in Tidworth, and I am sure Clive Carpenter in London.

We would like to say a very big thank you to Bernard Aslett for successfully negotiating with the army for us free flighters to be able to fly and trim our models on Salisbury Plain.

Bernard has obtained over fifty days flying at weekends for us. Starting on the 15th of March right through to the 30th of November.

This is most weekends with just a few exceptions and all these dates can be seen on the BMFA web site.

Before flying at a weekend you just have to phone, on the Friday, Peter Tribe on 01225 862748 to make sure that the army is not using the area. We would also like to thank Peter for providing this service.

The Salisbury plain flying site is situated about three miles from the village of Shrewton along the B390 Warminster Road (army training area 8).

We normally fly from the top of a large plateau with a valley on two sides. In the summer this part of Wiltshire is really idyllic with views right to the horizon, and some lovely flora and fauna. With Skylarks singing and Buzzards circling high overhead it is really like heaven and you can fly from dawn to dusk.

The cost of all of this is just £5 for a Saturday and £5 for Sunday, or the bargain of a life time just £50 for the whole season.

All you have to do is send a stamped addressed envelope to Bernard Aslett, 25 Honeyhill, Wootton Bassett, Wilts. SN4 7DX, and he will send you all the details.

Alas! It is a great shame that more Free Flighters do not come, and fly with us. We are a very friendly bunch, and would welcome any new comers with open arms.

Once again thank you Bernard and Peter.

Happy Flying

Gadgets - Binoculars

In my opinion one of the most useful 'gadgets' to come on the market in recent years has been the compass binocular. This is a combination of a pair of binoculars and a compass, which can be read as you look through the eyepieces. For the type of model flying that we indulge in, this is the perfect answer to getting a good line on the model from the launch point. When they first appeared these bins were only available from some of the most prestigious manufacturers, with a price tag to match. Now they can be obtained for as little as £59.95 (including a case and neckstrap). Even a couple of years ago, when I bought mine, they were around £90-£100, so they are a real bargain.



They are available from the marine mail order house:

Compass24

Just go to www.compass24.com

'Old' Clarion plans index

Many thanks to Peter Michel for compiling a comprehensive index to all the plans published in the 'Old' Clarion. Up to now this has been somewhat neglected resource, but thanks to Peter's diligence it can now be tapped more easily. The index will be available on the 1066 website in the near future.

Model of the Month - By Vic Willson

Buckeridge Lightweight

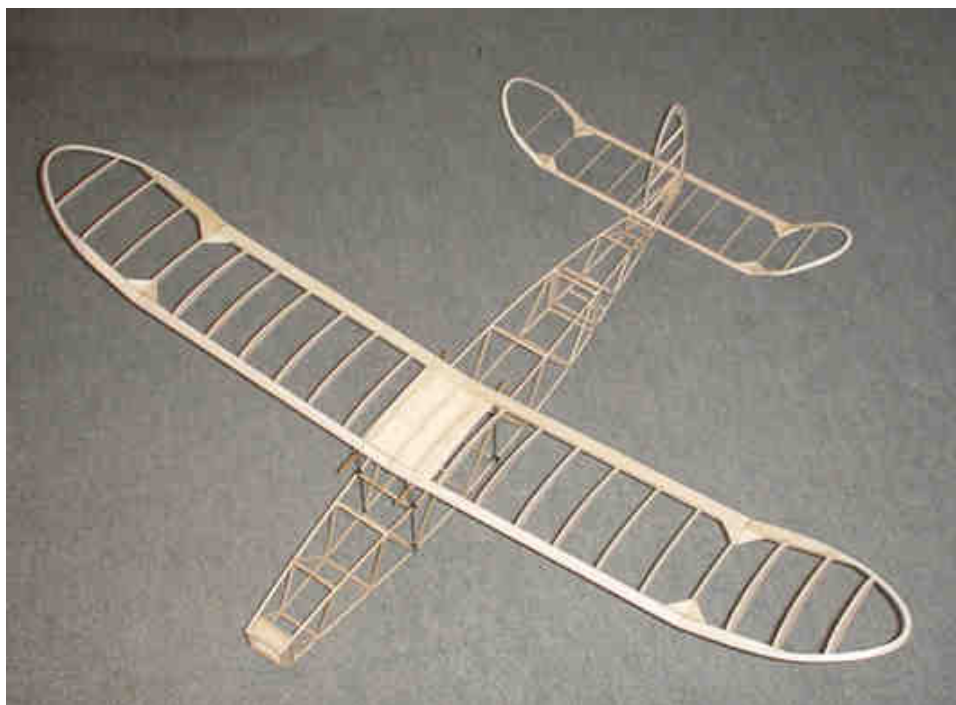
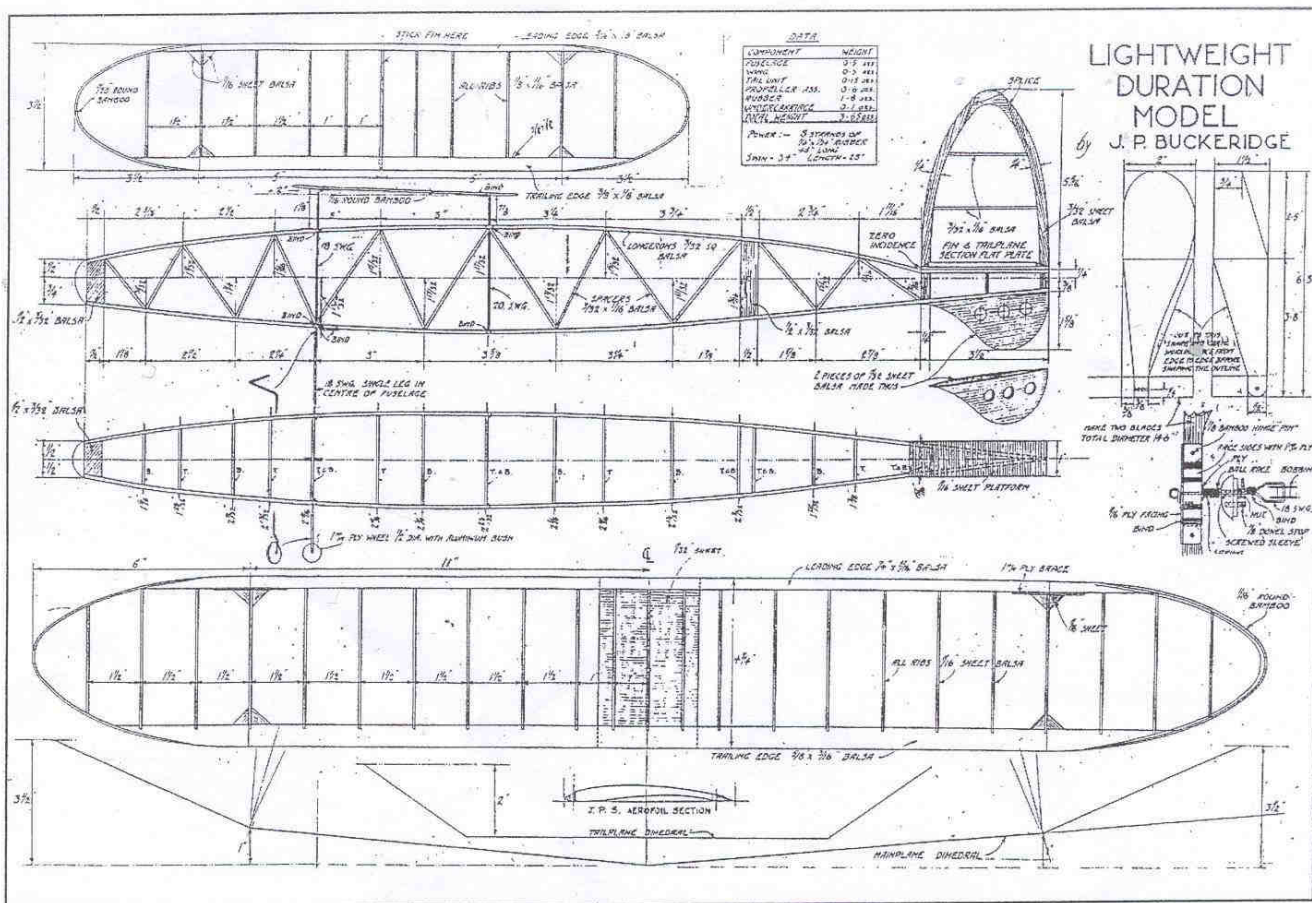
Having built four previous Buckeridges I decided that the time was right for a fifth, but this time I would make a concerted effort to keep the weight down.

The first three were lost (2 at Portmeadow and one at Barkston), but the 4th still flies occasionally and it was this one that I used as a 'yardstick' for my weight saving exercise. The actual weight of No.4 will remain a secret as I am too embarrassed to reveal it!

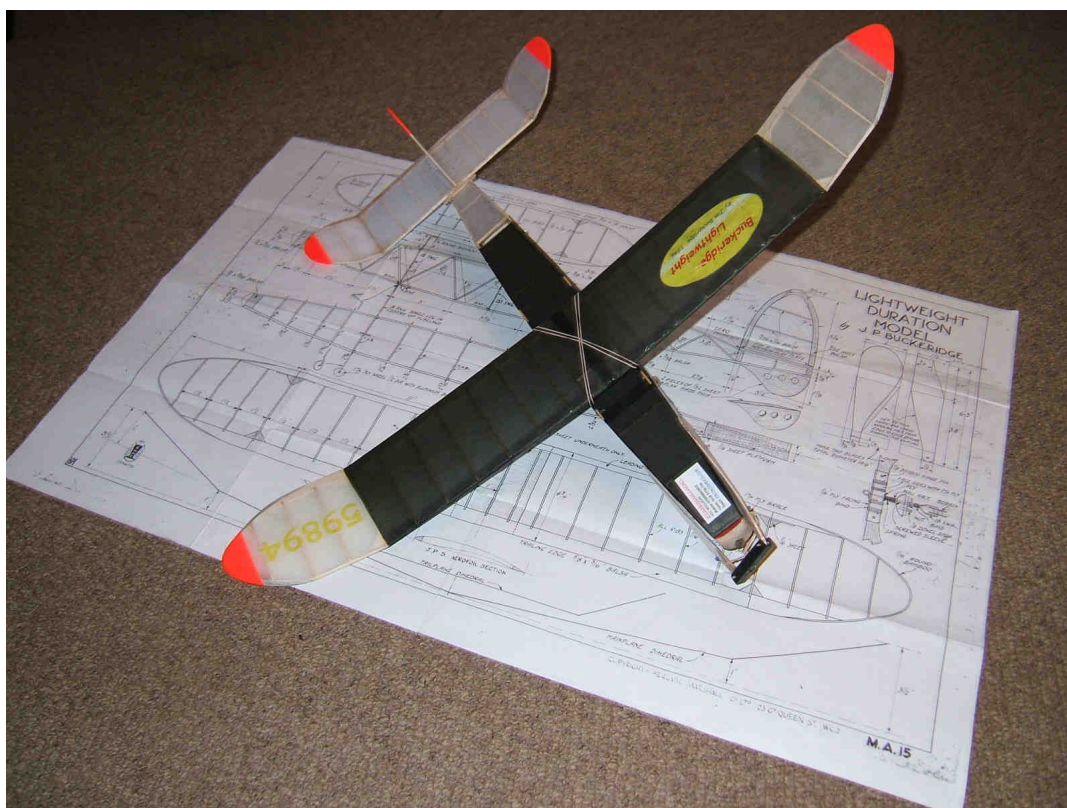
All the previous models turned out to be good performers, even carrying excess weight, and I admit to being a fan of the design, as this was the first really successful lightweight that I built.

This design was the culmination of Jim Buckeridge's lightweight trio - Hoppity Mk II, Cat's Whisker and Lightweight. The design being a logical progression; larger wing area, bigger prop etc.

Published in Model Aircraft November 1946, the write-up is very cursory and gives only brief details of construction and the comment that " *This model was designed for an attempt on the FORCES TROPHY (??), but army duties prevented the designer from completing it. It was, however built by another club member (Hayes?), who has obtained average flights of 3 min. 50 sec. from it, and it can be recommended, to those who favour the lightweight type of model, as a reliable machine which is easy to construct and economical on materials.*"



The bare bones - note the Warren girder fuselage side construction, which results in long gaps between the cross spacers.



Ready to go

It is a pretty straightforward build. The unusual aspects are the Warren girder fuselage sides and the dihedral tailplane tips, but neither of these presents any real difficulty. The one weakness of the design is the resulting long, unbraced, parts of the longerons. I have found the lower longerons particularly vulnerable in the area just behind the trailing edge - where you grip the model for launching. Perhaps this is a case for "local sheeting to improve handling of fuselage....."

**BMFA Vintage rules 3.18.3 (d)*

Certainly very careful wood selection will pay dividends.

The twin blade folder (12.6" dia. + hub) prop shown on the plan is, in my opinion, one of the best of the Vintage lightweights.

The weights I managed to achieve are shown in the attached table and are pretty close to those quoted on the plan, for the original. I'm sure that the experts are able to save on these, but as a realistic target for the average modeller, they are achievable without having access to special balsa supplies and without jeopardizing the integrity of the model in the 'rough and tumble' of regular flying on a typical English summer's day.

I fly mine on 35 grms of TAN Super Sport, made up as 14 strands X 1/8th X 30", but I have flown the heavier versions on 16 strands (40 grms).

As far as trimming goes they seem to prefer right/left and I can do no better than defer to Chris Strachan's trimming notes from the Aeromodeller April 1996 - over to Chris:

"As to trimming I fly all folding prop models right/left. Hence the 7 degrees right thrust. The glide turn is set for about 30 seconds per circle, but the model is a bit of a wanderer

and at times this tightens or opens up. The turn should be positive enough so that if a stall starts to build up the turn tightens in the swoops and reduces the tendency to hammerhead. The glide shouldn't be too near to the stall in order to give a safety margin to deal with any bunching. However there is no certain solution!

The power pattern should have quite a tight right turn and if it is just OK the model will lean left on the first power burst and then peel off into the right turn at the top of the zoom. This is helped by having the centre panels with a slight tendency to the left (it doesn't matter if it is wash-in on the right or wash-out on the left), but it should only be a small amount. The important thing is that there should be no rolling warp. If there is then you'll tend to get the dreaded tight right spiral on the first burst and waste a lot of height.

The other thing to remember about right/left trim is that it is a speed sensitive trim which balances nose up and stalls with dive in to the right because the rudder dominates at high speed and the sidethrust at low speed. There has to be airspeed for the rudder to take effect.

So you have to launch the model firmly (mind those longerons!) and straight into the wind, or slightly to the left of it. Let it go with no airspeed and it will whip round to the right and loose the zoom."

My experience with the design has borne out all that Chris says and confirms that there is a lot more to 'launch technique' than just chucking the model into the air. Perhaps one of our experts would care to write up some guidance on the matter?

WEIGHTS (grams)	Uncovered	Covered	Doped	TOTAL
Fuselage	19.0	22.0 (A)	25.4	25.4
Wing	12.1	16.4 (B)	22.9	22.9
Tailplane	5.2	7.2 (C)	-	7.2
Fin	0.9	1.2 (C)	-	1.2
TOTAL	37.2	47.8	-	56.7
Prop assy.	16.8	-	-	16.8
Motor	35.0	-	-	35.0
READY to FLY	-	-	-	108.5

A- Polyspan + Jap, B - Jap only, C - Polyspan only (undoped)

Tailless Matters

I am hoping to collect the HALCYON TROPHY from Fred Smith next week and it should be on display at Middle Wallop during the Easter meeting.

Don't forget that, provisionally, there will be 6 events in the series:

3rd BMFA Area meeting - Area venues - 20th April
 BMFA Nationals - Barston Heath - 24th May
 Oxford MFC FF rally - Portmeadow - 1st June
 Dreaming Spires FF rally - Portmeadow - ??July
 East Anglian Gala - Sculthorpe - 10th August
 Septemberfest FF rally - Portmeadow - ??September

The best 3 scores from this program of events will count for league positions.

Tailless News

That stalwart supporter of all things tailless John Pool (? Manx cats) has recently produced a further edition of his TAILLESS NEWS, which follows on from his series of newsletters in the 80's and 90's.

I have scanned-in John's Newsletter and it is available on the SAM 1066 website - www.sam1066.org, for anyone who is interested.

Of Senators, Stretched Senators, and Strange Objects in the Backs of Cars - *By Peter Michel*

IT must be all of 20 years since I built and lost my one and only Senator and I have regretted having failed to replace it ever since because this is a such a wonderful design.

The replacement, when I finally got round to it just after Christmas, did not disappoint.

In fact it flew from the first test glide right through to top-whack turns with no trimming at all, apart from a couple of degrees of sidethrust already built in.

I have never known a model aircraft do this, although one of Spencer Willis's 36 Senators which he has built for himself and others got straight into a fly-off on the morning of the hand-over to its new owner last season.

No one can pinpoint why this, Albert Hatfull's finest design, is quite so good. Yes, it has a lovely multi-sparred wing. But it is handicapped by a mono-wheel undercarriage, a freewheel prop and a nose moment which is about an inch-and-a-half too short, so it should be easy prey for Scrums, RAFF Vs, Buckeridges and the rest of the s/b and d/b folders. Not so. Dennis Davitt, I am told, uses a Senator as a "rounds" model in the new BMFA Rubber class, which supplanted Open Rubber.

So, the Senator has proved to be a three-minute model in the hands of an expert such as Dennis, no question. I wonder if Eddie Keil realised at the time of its kitting that he had such a world-beater on the production line? I also wonder why nobody picked up on it back in the 1950s when it was scorned as just another beginner's kit job.

Mine's a bit of a goer, too, judging from its speck-in-the-sky performance first time out on



From top:
The in-car
stooge, the
Stretched
Senator
waiting to
be wound,
and the
Stretched
Senator
side by
side with a
standard
Senator
fuselage



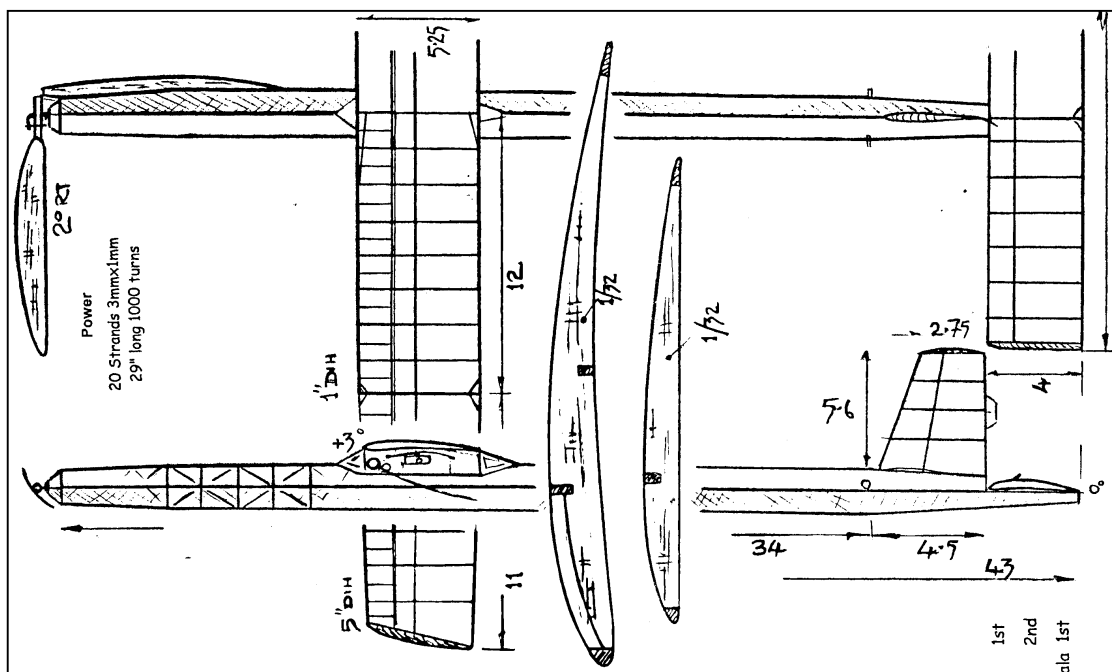
Epsom Downs, (and a joint 1st place in Mini-Vintage at Middle Wallop, first time out - Ed.) and I would put money on it being a regular 2-1/2 minuter. So, just for a bit of fun really, I thought I would make a new fuselage, stretched from 24in. to 32in. to

accommodate a motor increased from 30 grammes to 40 grammes. I had contemplated 50 grammes which is the maximum in BMFA Rubber, but it seemed unfair to burden such a small model with such a great weight. After all, the flying surfaces and 13in. prop (a scaled-down Horry Wakefield block; thanks for the tip, Spence) were to be unchanged. Encouragingly, despite its 25 per cent increase in length, the Stretched Senator's completed airframe, at 62 grammes, weighs only three grammes more than the "legit." model. So I score there. Yes I know I have departed from the hallowed lines of the Senator, but the stretched version keeps to the right to spirit of the design and, yes, it will be flown with the mono-wheel in place.

I don't propose legging it up and down the country to compete in every BMFA Rubber comp with the Stretched Senator, but I hope have a go at one or two. It will be interesting to see how it compares with the state-of-the-art jobs, such as Phil Ball's all-conquering Waif ('Friend of the Urchin') which appears in the February edition of Free Flight News. Not a chance, you might well say. But you never know. A funny-old game is aeromodelling.

You see the Stretched Senator (middle picture) in my fancy new car-boot winding stooge. There are several variations on the theme but I'd never got round to making one until recently. They make a lot of sense because the hatchback door and surroundings provide optimum shelter from wind and rain for you and your model as you wind. Moreover, it's so quick to remove if there should be a change in control position. As you can see, the stirrup and gantry on my rig are mounted on a wooden batten. This is shaped a bit at the bottom to jam hard between the Rover 45's spare wheel and the boot sill. A bolt secures all in the locking mechanism. This will of course vary from car to car, but most operate with some such device.

— Peter Michel



Phil Ball's WAIF (friend of URCHIN) for BMFA 50 gram 'open' rubber class

More Pictures from Thorns Indoor - by John Andrews

My current complete standstill on the building and outdoor flying front makes it difficult to find something to write about that might interest you readers, so it's a few more pictures from my only sphere of activity at present.



A Pietenpol Air Camper by Derek Kirby

Lord knows if that's the right name or the right spelling for that matter, but it's the best I can do without research. The curious blob on the front cylinder is plasticine for trimming as the model has only had a couple of flights as yet. I was set up with my table next to Derek and there was this unpleasant snap and rattle of a broken motor, its always the new model that gets it, sods law again.



Derek Kirby winding his Westland Widgeon



David Vaughan, a master of scale, with his delightful Sopwith Triplane



David Dyer and his Comper Swift (obviously his blue period)



David Dyer gets his Comper Swift away



Dennis Reeves launches his version of the Westland Widgeon

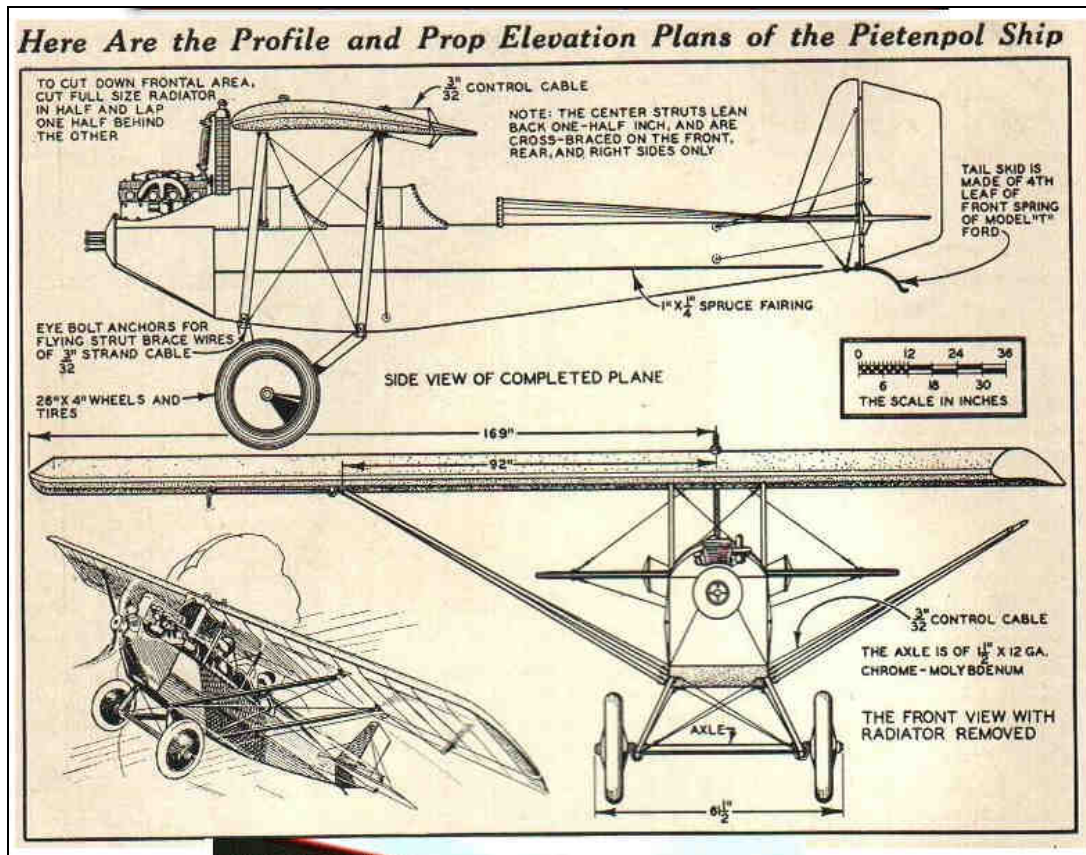
It would appear from the two pictures above that some form of tongue twitching is a requirement to savour a successful launch of an indoor scale model.

That's it for now from Thorns *John Andrews*

The Pietenpol Air Camper

Having queried the aircraft, I dug it up on 'tinternet,'
It's a home-build dating back to 1928 and is still being built today





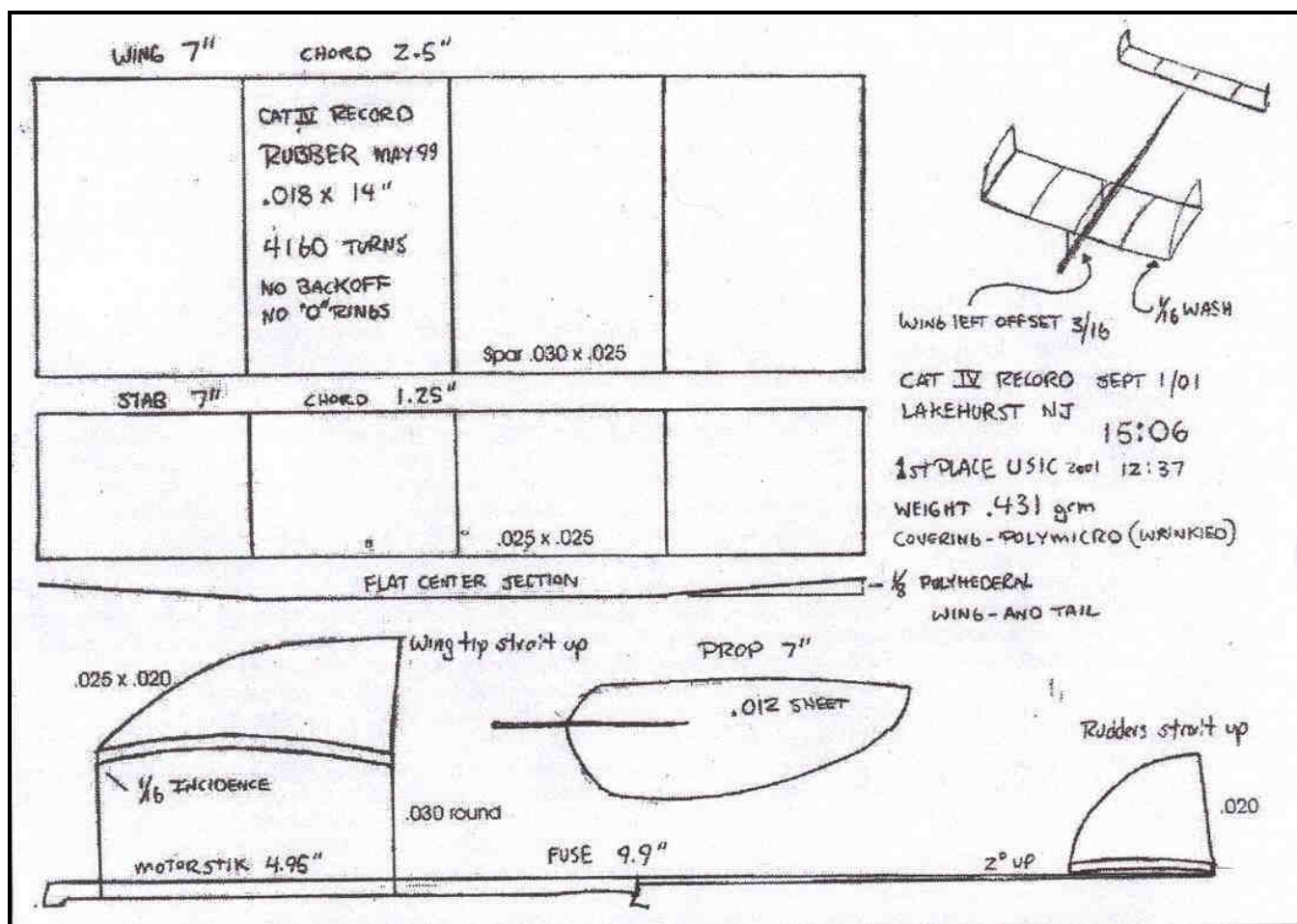
Indoor Model build - by John Andrews

In order to jerk my model building back into life, I have decided to build a 'Living Room Stick' indoor model and write it up as I go.

The model is a little thing so it should not be too difficult to get it done. I do not intend to build it down to maximum performance weight, that task is well beyond my wood selecting, cutting and handling capability. All wood sizes will be increased, the idea being, to make a reasonable performance model from model shop wood for the rough and tumble of sports hall flying under an eight metre ceiling. It must be able to resist being poked off light fittings and roof trusses without too much damage, also survive the odd brush with other faster heavier aircraft.

Here is the model in question, I've had the plan kicking around for a little while and I don't remember where it came from but I do remember resizing it up to full size.

Well that's enough chit chat for now, I'll go and clear the deck in the workshop and try to find a nice piece of white 1/16th balsa just on the medium side of soft for the motor stick.



OK back from the first session, here are the first results of my industry.



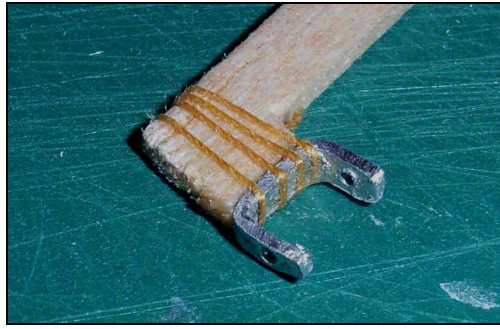
Fuselage stick without rear hook

The fuselage stick cut from 1/16 sheet, it's 5/32 deep by 5" long with the tail boom cut from the same sheet, 3/32 tapering to under 1/16 at rear.

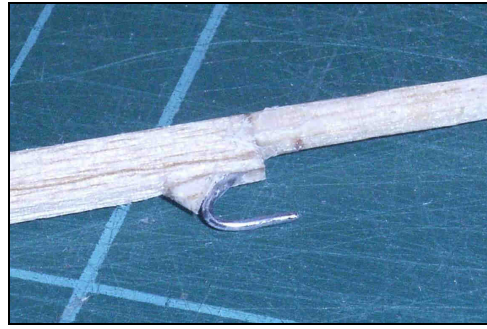
Cutting thin bits with a scalpel tends to introduce a curve, in this instance I use the slight bend to put a bit of positive incidence on the tail.

The boom is just butt jointed with cyno to the motor stick with a slight amount of left bias to make sure the finished model will turn in L/H circles. If the model was intended to fly in Cardington I would set it straight, but for sports halls a tighter turn circle is how I trim.

Points of note, new scalpel blade, good heavy straight edge and cutting mat.



Prop Bearing

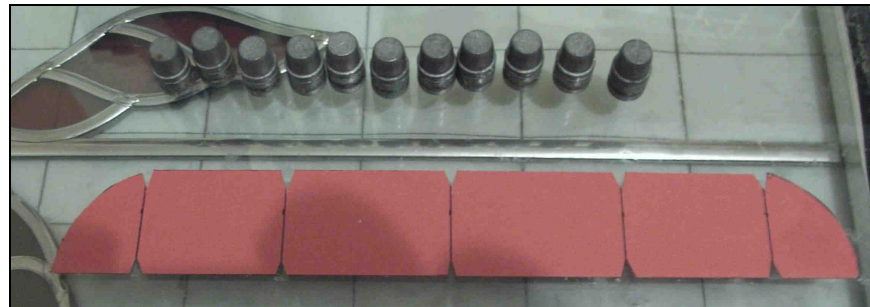


Rear Hook

Now a few details. The prop shaft bearing is made from alloy sheet then tacked on with cyno and bound with a few turns of cotton and a little dope. The rear hook is reinforced with a little 1/32 gusset as my heavier model will use a larger x section motor. OK back to the workshop for tailplane.

Back from the building board, well board is not strictly true, I build indoor models on glass. I use a scrap conservatory double glazing panel, hence the pretty pattern and leaded petal that should have been green.

First step was to cut a template from thin card, it's the tailplane complete with fins. I build and cover flat and crack up fins and dihedral later. The card template is stuck to glass with photo mount and the lead weights are actually .455 bullets. I was a competitive pistol shooter before all hand guns were taken from us, the bullets were cast by myself as I used to reload my own ammunition.

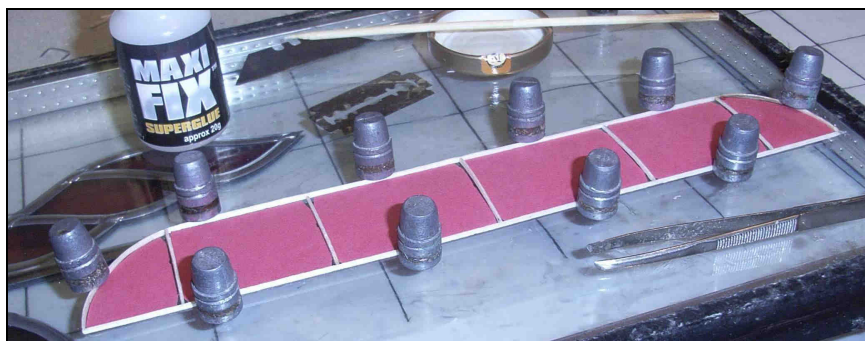


Card template and lead weights

Where was I, Oh yes, next step, slice up some 1/32 for outline, I try to get it to 1/32 square by eye. I often have to have one or two attempts before I get a couple of bits I'm happy with. Next job bending the fin outline, horror, you should know my aversion to curves but I decided to have a go.

Soldering iron in the vice, wet the end of the strip, bend round the air gun pellet tin I shaped the template with, then pass back and forth over the soldering iron body and Ole! bent wood. Got a bit cocky with the second bend and had to reshape a bit, you can see the burn if you look closely. I'll give myself 7 out of 10.

Sliced up a few ribs from 1/32 sheet, using a metal curve. Built using tweezers, then a cocktail stick to drop thin cyno onto joints, I check joints by passing razor blade underneath, to ensure they are not stuck to glass,.



Framework round template with bullet lead weights

That completed the tailplane framework, the wing will be built exactly the same so I will not bore you any more with a blow by blow of account of that.



Tailplane and fins framework

Looking at the finished object it appears to be heavier than some others I have made, but it's a long while since I attempted to make a seriously light indoor job.

My record book shows LRS 1, my first attempt at a living room stick model, was back in 1997 and shows flight times of around 2-30 in the sports centre at Coventry. The best time recorded with that model was 3-42 in the Moulton Sports hall near Northampton. The final note in the record book for that model states 'destroyed in box'. I cannot recall how, but it is likely that some other model flew into the box. I've had models damaged on the table before now so I try to keep boxes closed under the table and only one at a time on top. I made another, LRS II, which was flown at Cardington to no particularly good effect. The only claim to fame was in hanger No.2 when, over powered, it went up vertically and wound up landing on one of the roof lights. Bob Bailey knocked it down using his mylar balloon, I dare not risk my rubber one, it costs £5 to inflate.

I seem to be writing a book again, Vic will not be best pleased, by next issue I should have finished and flown this one. Covering and propeller will be next months theme.

On the bright side I have managed to cut and stick balsa again so looking to my future plans, I think a mini-vintage model is my No1 priority, another Hep-Cat or Cat's Whisker.

That's it for now *John Andrews*

BMFA CLARIFICATION OF VINTAGE & CLASSIC CATEGORIES

(or the Continuing Saga of the Top Banana) - By Tony Shepherd

If you read my article in the Clarion a couple of months ago you may remember that it detailed the saga of how information was obtained relating to the date of kitting of the 200 sq/ins wing area Top Banana. The information, in the form of a letter from the designer, Jay Jackson, demonstrated that the model was sold as a kit during the latter part of 1950 and is therefore eligible for BMFA vintage competitions.

I'd hoped that this might be the end of the matter, but life got a little more complicated towards the end of last year when an official objection was received by the Free Flight Technical Committee (FFTC). The objection concerned the Top Banana, however this was not the 200 sq/ins version that should be eligible for vintage classes, but the larger 700 sq/ins version that has been flown in Classic contests by Richard Wykes. I understand that the objection was based around the opinion that the "proof" offered by Richard to demonstrate that the model was kitted during the BMFA Classic period of Jan 1951 - Dec 1960 was insufficient. This "proof" comprised the letter that I received from Jay Jackson which stated that the model was kitted in the larger sizes during the '50s, along with an article on the history of the design (as published in the American "Model Builder" magazine during the '80s).

The problem with the BMFA Ruling, as written, was that it was nice and clear with respect to magazine plans but open to much interpretation with respect to the proof needed with kits. The objection to Richard's model caused the FFTC to take some action on this matter and has resulted in the requirements for proof of eligibility being sharpened up.

So what does the book of words now say? The Rule and its associated Guidance now reads:

3.18 Classic and Vintage Models

3.18.1 A vintage model must be built in accordance with a design that was published prior to 1st January, 1951, or was kitted prior to that date. (January 1951 issues of magazines are accepted as published in 1950).

A classic model must be built in accordance with a design that was first published or kitted after 30th December 1950 and before 1st January 1961 (January 1961 issues of magazines are accepted as published in 1960).

3.18.2 Competitors are responsible for proving the eligibility of their models and engines to the satisfaction of the Contest Director if required, and must be prepared to produce photo-copies (or originals) of plans and magazines on the day of the contest which include or confirm the date of publication.

Guidance from the FFTC for the period of 2008 to be reviewed for 2009

The eligibility of the model must be based upon the existence of a plan which was published between the specified dates. The purpose of additionally specifying "kitted" is to include those plans which were supplied as part of a kit but were not "published" elsewhere. Where multiple sizes of a design were published or kitted between the specified dates the plan must be for the actual size model entered. In the special case where a table of model sizes, including lists of material sizes referenced to a plan, was published between the specified dates this information will be sufficient and need not be accompanied by an actual size plan of the model entered.

In all these circumstances the plan, or table of sizes must be supported by photocopies (or originals) of material which was published between the specified dates and confirms the date of publication or kitting.

Statements, publications or any other material created outside the specified dates are not acceptable as proof of either design features or publication dates.

This is certainly more detailed than before in that last year the rule was as above, but without the lengthy Guidance from the FFTC. Well done to the FFTC for having a go at tightening it up.

So where does this leave the Top Banana? Well Jay Jackson's letter that took so long to obtain does not constitute valid evidence. And as to proof of dates, whilst there is a whole series of Top Bananas in different sizes, all of which were kitted or the plans sold by Skyline Models, the only plan in the series with a date on it is the 200 sq/ins version so perhaps it is the only one that is legal for BMFA contests.

In an attempt to confirm the situation I contacted the FFTC to request a judgement on eligibility of the 200 sq/ins design but they didn't want to pass an opinion. Rather, they leave it to the individual modeller to reach his own conclusion and if anyone objects to a model being flown in a contest then the recognised process kicks in (the first step in which is an objection, raised on the day of the contest with the Contest Director). With this in mind I contacted a BMFA Area Meeting Contest Director (*I wonder who that could be?! - Ed.*) and asked him for his opinion given the information given on the plan. His opinion is that the model is eligible, so as far as I am concerned the precedent is now set. It's eligible!

It is unfortunate that the American National Free Flight Society (NFFS) no longer has the documentation relating to the Top Banana as its listing of Nostalgia Eligible Models clearly lists the kitting dates. These dates are those agreed as the "correct" dates by a committee that evaluates all of the available information in accordance with a recognised process and approves or disapproves designs for flying in date-restricted contests. For what is probably my last observation on this whole issue, the NFFS list gives the following dates for the whole series of Top Bananas:

Model	Wingspan	Area	Kit Mfg
Top Banana	36	200	<i>Skyline Products 1950</i>
Top Banana	39	240	<i>Skyline Products 1951</i>
Top Banana	51	404	<i>Skyline Products 1953</i>
Top Banana	57	500	<i>Skyline Products 1951</i>
Top Banana	62	600	<i>Skyline Products 1952</i>
Top Banana	67	700	<i>Skyline Products 1953</i>
Top Banana	72	800	<i>Skyline Products 1953</i>

Fantastic Flyaways - By David Lloyd-Jones

Below is a transcript from a newspaper article in the Warrington Guardian from 13th March 1959

Model glider went on and on - to Birkenhead

A model aero club enthusiast smiled with pride as he released his sleek five-foot wingspan glider on a test flight at Stretton (HMS Blackcap) airfield on Sunday in preparation for a competition flight to be made later that day.

His smile turned to a look of despair when the model glided on and on, to land at a Birkenhead shipyard about 30 miles away!

The owner, Mr David Lloyd-Jones a 22-year-old engineer at Electro Hydraulics Ltd., followed the glider for some time in his car down the winding country lanes in the vicinity, only to lose sight of it eventually, and then spent four hours searching vainly for the model.

When he gloomily returned to his lodgings in Great Sankey later that evening, he received a pleasant surprise - there was his glider in one piece!

The plane had landed on the mud flats at Cammell Lairds shipyard in Birkenhead, and a workman noticed the model landing, picked it up to find David's address label on the model.

The manager of the firm telephoned Mr Lloyd-Jones' home address, and his father told him where his son was lodging. An employee of the firm was promptly sent out with the model to return it to the Great Sankey address.

David, a member of Chester Model Flying Club for four years, said: "I had a great shock when I saw the glider, as I never expected to see it again. It was an extremely kind gesture on the part of the persons concerned".

David was to have entered the model in a competition that day - and the flight was its' first trimming flight!

The model was an A2 called a Seraph from the APS range from December 1953 by Don Butler and I was having some success with it at the time.

I have to say that I doubt that many people today - in 2008 - would take the trouble to return a model like this!

It also gave me a valuable lesson in realising that "You do not need a DT on a twenty foot towline to trim the model" is totally untrue!

Subsequently, later on in the summer of 1959, I had another flight with the same model at Ternhill which maxed out and landed - before I got to my feet and retrieved it from about 200 yards away!

Idyllic conditions and strong thermals on both days!

• *Other New Clarion readers must have flyaway stories. Please send them in. -Ed.*

Flying Minutes Wakefield - By Martyn Presnell

About a year ago a Flying Minutes Wakefield was given to me which was so well preserved in its own wooden box that it seemed worth restoring. I would like to find out what is known of its builder who was Mr P. L. Philbrock of Victoria Terrace, Hove, Sussex. The model was coloured orange (fuselage), blue (tail unit) and white (wing).

Further clues were: the tel. number was just four figures so it must be a long time ago (pre-war ?). There were no identity numbers on the model but it was well flown (the BMFA have no record of members deceased for more than 10 years). The construction used balsa and a hardwood (possibly rosewood issued in war time kits). There was no evidence of a dethermaliser system. The model conformed in all major respects to the 1939 Halifax plan although the leading edge was sheeted (a mod. ?)

If anyone ever saw this model being flown or knows anything of Mr Philbrock please let me know. Thank you for your trouble. Martyn Pressnell.

martyn.pressnell@btinternet.com or 01590 677146

**Indoor Flying at Community College
Thorns Leisure Centre
Stockwell Avenue, off Thorns Road,
Quarry Bank,
West Midlands**

Forthcoming Dates:

16th February 2008, 15th March 2008, 19th April 2008, 17th May 2008.

Saturdays 1pm to 4pm, Free Flight only, no radio.

Admission: - Fliers £5 - Spectators £2

Further Info: Colin Shepherd 0121 550 6132

**INDOOR FLYING at
ALLENDALE CENTRE**

HANHAM RD, WIMBORNE, BH21 1AS

TUESDAY 26th FEBRUARY 2008 7pm to 10pm

FREE FLIGHT ONLY

FLITEHOOK IN ATTENDANCE

CONTACTS: JOHN TAYLOR TEL.No. 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane,
Warsop
Mansfield,
Notts.
NG20 0PA
Tel: 01623 842167

TERRY ROSE - Plans service
35 Old Orchard,
Harlow
Essex
CM18 6YG
Tel: 01279 422301

USEFUL WEBSITES

SAM 1066 — www.sam1066.org
BMFA — www.bmfa.org
SAM 35 — www.sam35.org
Martyn Pressnell — www.martyn.pressnell.btinternet.co.uk
Loc8tor — www.loc8tor.com
X-List Plans — www.xlistplans.demon.co.uk
BMFA Free Flight Technical Committee — www.vengi.demon.co.uk
National Free Flight Society (USA) — www.freeflight.org
Ray Alban — www.vintagemodelairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk

NEW

Belair Kits — www.belairkits.com

I hope our new range of Vintage Models might be of interest to 1066 members. We are working on quite a variety of models and are using resources from Mike Woodhouse (plans etc), plus also introducing quite a number of US designs. The range is mainly freeflight, but some designs show basic RC Assist modifications.

All designs are sold as Partial Kits, which means that all the tedious cutting is done for the builder, just requiring them to add strip or sheet. We shall also shortly be producing a tailless design in conjunction with Spencer Willis.

Regards

Leon Cole - Tel: 01362 668658

Oxford M.F.C. 2008 Free Flight Rally

PORT MEADOW, WOLVERCOTE, OXFORD

SAT 31 MAY '08 from 6.30 p.m.

Champagne fly-offs for: —

Cd'H (FIG), AI glider (FIH), H.L.G./Cata combined.

SUNDAY 1 JUNE '08 from 10 a.m.

Cd'H (FIG)

AI (FIH)

E30/P30/CO₂ Combined

5x2 min. max
in rounds

Vintage Rubber (34" max span)

Vintage Glider (72" max span, or A2)

Classic Glider - 1951-60 (—do.—)

Tailless Rubber & Glider (Combined)

3x2 min max.
NO Rounds.

H.L.G./CATAPULT (Combined) 1 minute max

ALL GLIDERS — 50 metre towlines.

YOU MUST OWN, BUT DO NOT HAVE TO HAVE BUILT
YOUR MODEL!

NO Thermistors, streamers, poles etc.

NO Motor heaters. NO Power models (i/c)

INSURANCE ~ required by ALL fliers.

Special Awards: — Ian MacDonald Trophy
for Vint. Rubber. Top Lady. Overall GALA CHAMP

CONTACT: — Andrew CRISP
4, GROVE STREET
OXFORD OX2 7JT.

Tel: 01865 553800

6th EUROPEAN SAM RC CHAMPIONSHIPS

13 - 14 - 15 June 2008

SAM Italia - Chapter 62 on the 13-14-15 June 2008 will organize the 6th European SAM RC Championships on the Valle Gaffaro (Codigoro) Airfield.

The Valle Gaffaro Airfield belongs to the Associazione Volo Delta 2000 and is in the Codigoro (Fe) county, in the middle of the river Po delta very near to Boscone della Mesola, Pomposa Abbey and within a short distance from the Lidi Ferraresi sea resorts. It can be easily reached by car following the Romea SS 309 road towards Bosco Mesola, Lido di Volano. Leave the SS 309 at Pomposa Abbey and follow directions for Volano, Bosco Mesola.

Nearest towns : Venice 90 km. - Ferrara 50 km. - Ravenna 70 km.

You may camp on the Airfield which presents ample spaces for motor homes - tents etc.

There is a bar and restaurant on the field and bicycles may be rented.

The grass covered air strip is 960 meters long and 45 meters wide surrounded by large open spaces.

Admitted Events

Old Timer Gas LER - Nostalgia Gas LER - Texaco - 1/2A Texaco -Speed 400 Old Timer 1/2A Electric -Electric Old Timer LMR - Old Time Gliders

2008 Special Event: " 2.5 cc. Nostalgia " - same rules as per Nostalgia Gas LER but with maximum engine

ATTENTION ALL CHOBHAM COMMON USERS

Many thanks to all those who turned out on Feb 4th

There will be a final 'Chobham tree chops' on 18th February 2008

Meet at Staple Hill car park at 10 a.m. - wear suitable clothes and bring gloves, loppers, secateurs, pruning saws etc.

Please come and lend a hand - this is one of very few flying sites available in the area.

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
2nd March <i>BMFA Vintage</i>	BMFA Area Venues	1st Area event
21st March (Good Friday)	Church Fenton	Northern Gala
22nd March	Church Fenton	Pannett & Kay Meeting
22nd March (Sat) <i>Vintage/Classic Gliders</i>	Middle Wallop	9th National Glider Day
23rd March (Sun) <i>Rubber/glider/cabin power/HLG/CLG + Crookham Contest Modellers Combined Power</i>	Middle Wallop	Bournemouth MFC
24th March (Mon) <i>F1B/4 oz + 8oz Vintage Wakefield</i>	Middle Wallop	Croydon MAC
6th April <i>BMFA Classic Rubber</i>	BMFA Area Venues	2nd Area event
27th April <i>Includes VERON Junior competition - see website for details</i>	Middle Wallop	Trimming Day
24th April <i>BMFA Combined Rubber and Tailless</i>	BMFA Area Venues	3rd Area event

Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the website — WWW.SAM1066.ORG

For up-to-date details of all BMFA Free Flight events check the website — WWW.VENGI.DEMON.CO.UK or WWW.BMFA.ORG

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG